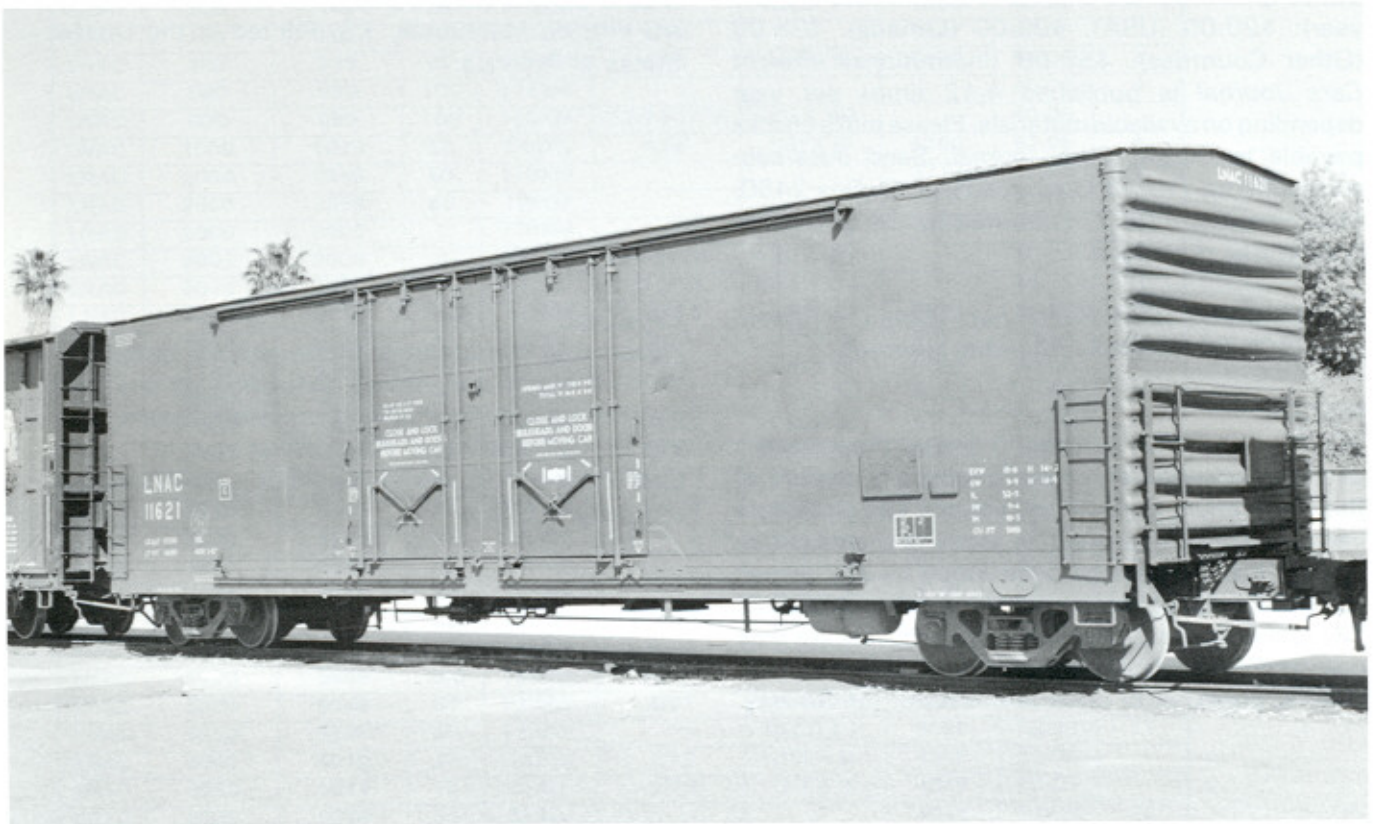


FREIGHT CARS

Journal



LOUISVILLE, NEW ALBANY & CORYDON ROSTER
UNION PACIFIC'S BF-90-6 BOX CARS
CANADIAN NATIONAL BOX CARS
MW/COMPANY SERVICE 2

56

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FRONT COVER:

LNAC 11621. RBL refrigerator car painted all brown with white lettering. March 1993. Colton, CA. David G. Casdorff photo.

LOUISVILLE, NEW ALBANY & CORYDON RAILROAD FREIGHT CAR ROSTER 1970's-1980's

Compiled by David G. Casdorff

Research Assistance: Carl W. Shaver, Eric A. Neubauer

Photos: Evans Railcar, *Freight Cars Journal* Collection via James A. Kinkaid

INIT:	NUMBER:	SERIES:	QTY:	AAR:	BUILT:	BLDR:	CAPY:	IL:	NOTE:
LNAC	100	149	50	110XM			3898	40-06	1
LNAC	150	299	150	110XM	1950.		3867	40-06	2
LNAC	300	349	50	154XM	4/79	USEX BI	5250	50-06	3
LNAC	500	599	100	110XM				40-06	4
LNAC	600	699	100	110XM	(12/72-1/73)	(USEX WA)		40-06	
LNAC	1000	1079	80	143XL	4/80	USEX BI	5160	52-05	5
LNAC	2000	2049	50	110XM			3717	40-06	6
LNAC	2500	2559	60	138LU			4548	52-05	7
LNAC	3000	3000	1	170XM			5283	50-07	8
LNAC	3001	3009	9	110XM	(3-5/73)	(USEX WA)		50-06	9
LNAC	3010	3010	1	110XP	(1973)	(USEX WA)		50-06	10
LNAC	3011	3110	100	162XM	6-8/76	USEX BI	5077	50-06	11
LNAC	3111	3140	30	160XM	7/77	USEX BI	5077	50-06	12
LNAC	3141	3159	19	160XM	1/78	USEX BI	5052	50-06	
LNAC	4000	4007	8	136RB		USEX BI	5100	52-05	13
LNAC	5000	5099	100	135RBL	8-9/72	USEX BI	5100	52-05	14
LNAC	5100	5169	70	135RBL	7/73	USEX BI	5100	52-05	15
LNAC	5200	5269	70	135RBL	2-3/77	USEX BI	5100	52-05	16
LNAC	5270	5299	30	135RBL	3-4/77	USEX BI	5100	52-05	
LNAC	5300	5344	45	135RBL	4-6/77, 3-78	USEX BI	5100	52-05	
LNAC	5345	5346	2	135RBL		USEX BI	5100	52-05	
LNAC	5378	5435	58	135RBL		USEX BI	5100	52-05	17
LNAC	5500	5542	43	135RBL	11/76-1/77	USEX BI	5100	52-05	18
LNAC	5600	5638	39	135RBL	9/74	USEX BI	5100	52-05	19
LNAC	5700	5899	200	135RBL	1-5/81	SIECO ATL	5055	52-05	
LNAC	5900	5949	50	137RBL	6/81	SIECO ATL	5055	52-05	20
LNAC	5950	5999	50	137RBL		SIECO ATL	5055	52-05	21
LNAC	6000	6019	20	138LU	2/76	USEX BI	4548	52-05	
LNAC	6020	6034	15	138LU	8/76	USEX BI	4548	52-05	
LNAC	6035	6064	30	138LU			4548	52-05	22
LNAC	6065	6065	1	138LU					
LNAC	6070	6090	21	132LU	5, 7/73	SIECO ATL	4482	52-05	23
LNAC	6225	6234	10	135RBL		USEX BI	5100	52-05	
LNAC	10100	10293	287	110XM				40-06	24
LNAC	11000	11049	50	110XF				40-06	25
LNAC	11050	11074	25	110XF				40-06	26
LNAC	11593	11646	25	135RBL	12/76	USEX BI	5100	50-05	27
LNAC	14000	14003	28	110XM			3903	40-06	28
LNAC	14004	14113	109	110XM			3717	40-06	
LNAC	15000	15023	24	110XF			3903	40-06	
LNAC	15024	15027	4	110XF			3717	40-06	
LNAC	15029	15073	44	110XF			3717	40-06	
LNAC	50575	50576	2	135RBL		USEX BI	5100	52-05	29
LNAC	50577	50578	2	135RBL		USEX BI	5100	52-05	30

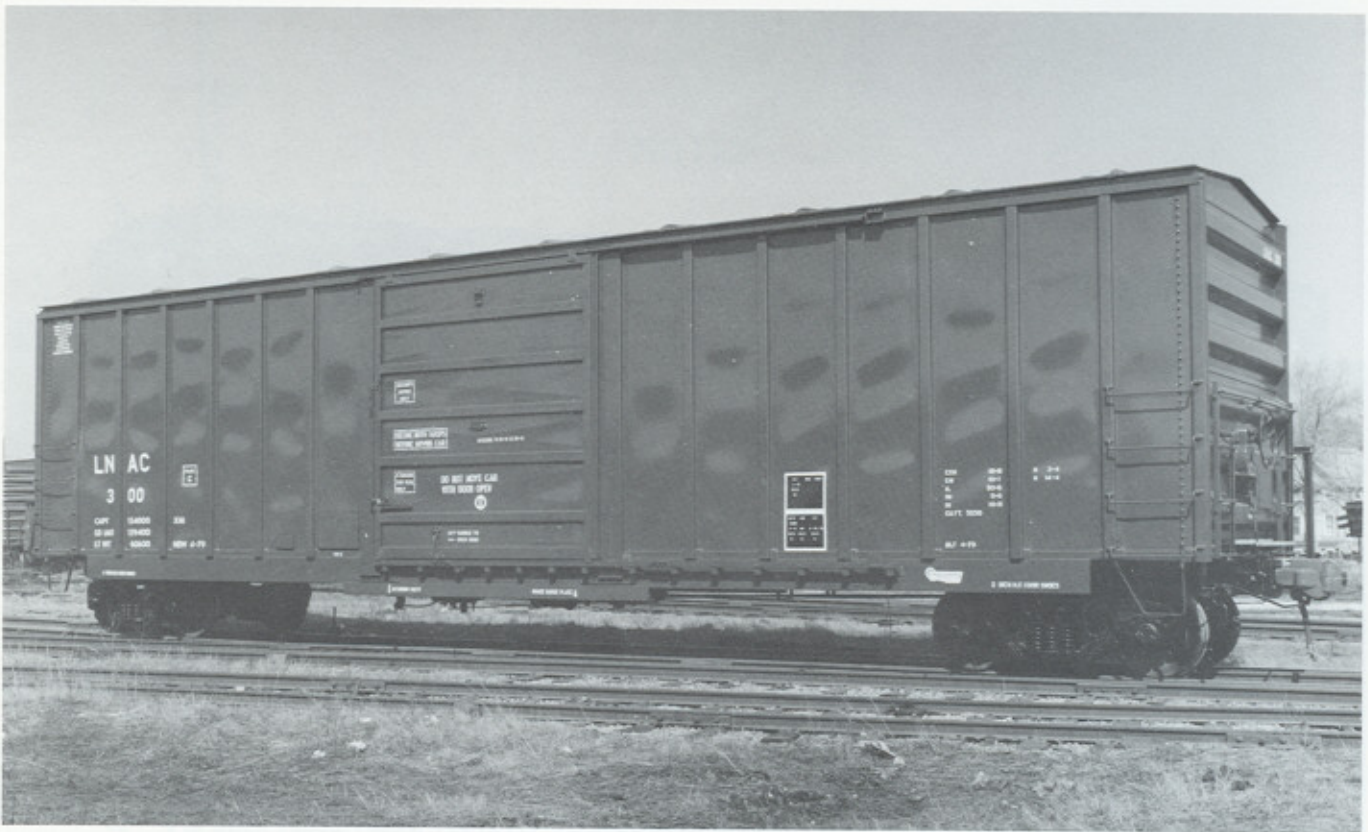
NOTES

- 1 Rcd USEX WA 12/71.
- 2 Refurbished 3-6/72. USEX WA.
- 3 to SBD.
- 4 Rcd SIECO ATL 1-73.
- 5 Ten to CHTT 150050-150059.
- 6 Refurbished 9/73-1/74 USEX WA.
- 7 ex MNS (1987); to ITLX (1991).
- 8 1973.
- 9 Stretched 1973 fr 40-footers.
- 10 Stretched 1973 fr 40-footers.
- 11 35 to IAIS; many to WLO.
- 12 Many to WLO.
- 13 1978. ex VTR, nee USLX 10935-936, 10953, 10955-959
- 14 to ICG 151100-151197 (1977).
- 15 6 to USLX 14000-14004, 14010 (1977). 5125-5163 to USLX 11716-11750, 10533-10539.
- 16 15 to KJRY in 1982. 5200-5229 to VC; then back to LNAC.
- 17 fr RSP 2000-2059 in 1985.
- 18 fr USLX 11568-11715.
- 19 fr USLX 11498-11537.
- 20 5 to IHRC 4901 + 4918 (1990).
- 21 fr WP 65601-65700 (1982). 5 to CAGY 1401-1405 in 1985.
- 22 LNAC 6058-6060 to CACV 29024-29026. LNAC 6061-6064 to CACV 29020-29023.
- 23 ex USLX, from 50000-50074 (ca 1987)
- 24 fr LNAC 100-293.
- 25 fr LNAC 500-599.
- 26 fr LNAC 600-699.
- 27 fr USLX 11593 + 11646.
- 28 Rcd USEX WA 6-7/78.
- 29 ex TPW 50575-50576.
- 30 ex TPW 50575-50576; nee USLX 11658-11659.



(Above) LNAC 100. 110XM. Refurbished USEX WA 12-71 (Lot 1104). Built 3-52. (Below) LNAC 254. 110XM. Refurbished USEX WA 6-72 (Lot 1115). There were 150 cars refurbished between March and June 1972.





(Above) LNAC 300. 154XM. Built new 4-79 USEX BI (Lot 1686 from 1607A). 5250 cf. Plate C. (Below) LNAC 532. 110XM. Refurbished SIECO ATL 1-73.





(Above) LNAC 619. 110XM. Rebuilt USEX WA 1-73 (Lot 1164). (Below) LNAC 2012. 110XM. Rebuilt USEX WA 1-74 (Lot 1120). 3717 cf. Note the italic reporting marks.



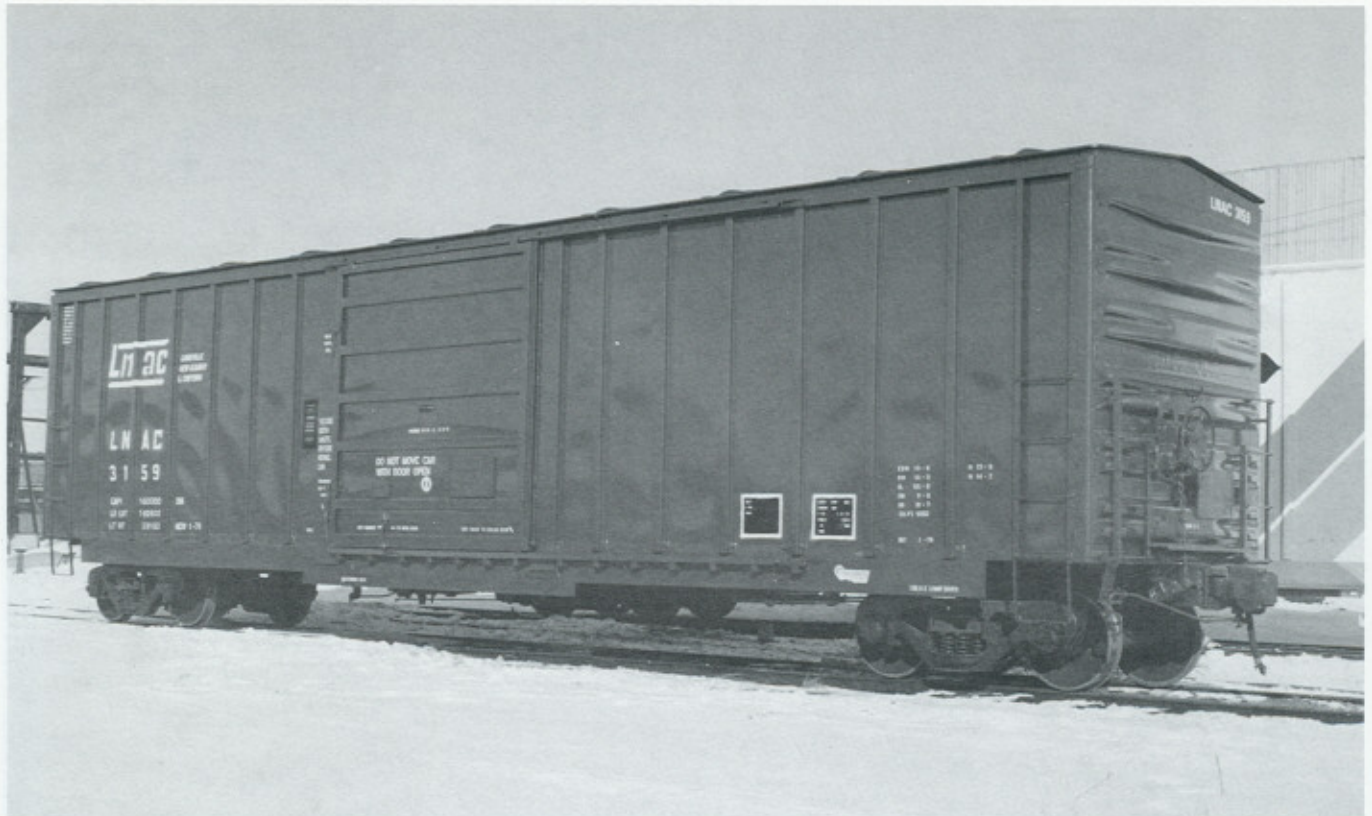


(Above) LNAC 3005. 110XP. Rebuilt 5-73 USEX WA (Lot 1183). This car was assigned to the DT&I at Toledo, OH. (Below) LNAC 3087. 162XM. Built new 8-76 USEX BI (Lot 1400 from 1389). 5077 cf. Plate B box car. Note end on this car compared to LNAC 3005 above.





(Above) LNAC 3112. 160XM. Built new 7-77 USEX BI (Lot 1493 from 1478). 5077 cf. Plate B box car.
(Below) LNAC 3159. 160XM. Built new 1-78 USEX BI (Lot 1541). 5052 cf. Plate B box car.





(Above) LNAC 5004. 135RBL. Built new 8-72 USEX BI (Lot 1131 from 1116). 5100 cf. (Below) LNAC 5105. 135RBL. Built new 7-73 USEX BI (Lot 1197 from 1169). 5100 cf.





(Above) LNAC 5201. 133 RBL. Built new 2-77 USEX BI (Lot 1474 from 1449). 5100 cf. (Below) LNAC 5700. 135RBL. Built new 3-81 SIECO ATL. Note the door style.





(Above) LNAC 6027. 137LU. Built new 8-76 USEX BI. 4548 cf. Evans "Side-Slider." (Below) LNAC 14003. 110XM. Rebuilt 3-73. Refurbished 7-78 USEX WA (Lot 1582).



UNION PACIFIC'S BF-90-6 BOX CAR

by Thornton Waite



BF-90-6 or Boxcar, Flush door, 90 ton capacity, 6th series.

The box cars have a nominal 90 ton capacity, and the pair of plug doors on each side give them a 16 foot opening, an improvement over the narrower door widths. The wide width makes the cars easier to load and unload with equipment such as forklifts. The door opening is staggered, so that the right hand door is at the centerline of the car, and the left hand door is to the left of center. This can be verified by counting the panels on both sides of the doors.

The cars are basically a 50 foot long box car, with an interior width of 9'6" and an interior height of 11'7". They have plate E clearance dimensions, due to their height. The paint scheme of the car shown in the accompanying photographs is boxcar red (brown), with white lettering. The car was painted by the Palestine Shops in 7-88. A Union Pacific shield with "The Overland Route" lettering has been placed to the right of the doors.

Since the cars were built in 1969, they do not have roofwalks. The ladders on the four corners of the car do not reach to the top of the car, and are for use by the railroad crews for switching work.

The cars were built in 1969 by Southern Iron and Equipment Company. A total of 200 cars were built and numbered UP 301000-301199. They were originally designated as AAR mechanical designation "XM," or are suitable for general revenue service. The accompanying photos show UP 301105 as photographed at Salt Lake City, UT in

1992. This car has been redesignated to "XP" or special purpose loading.

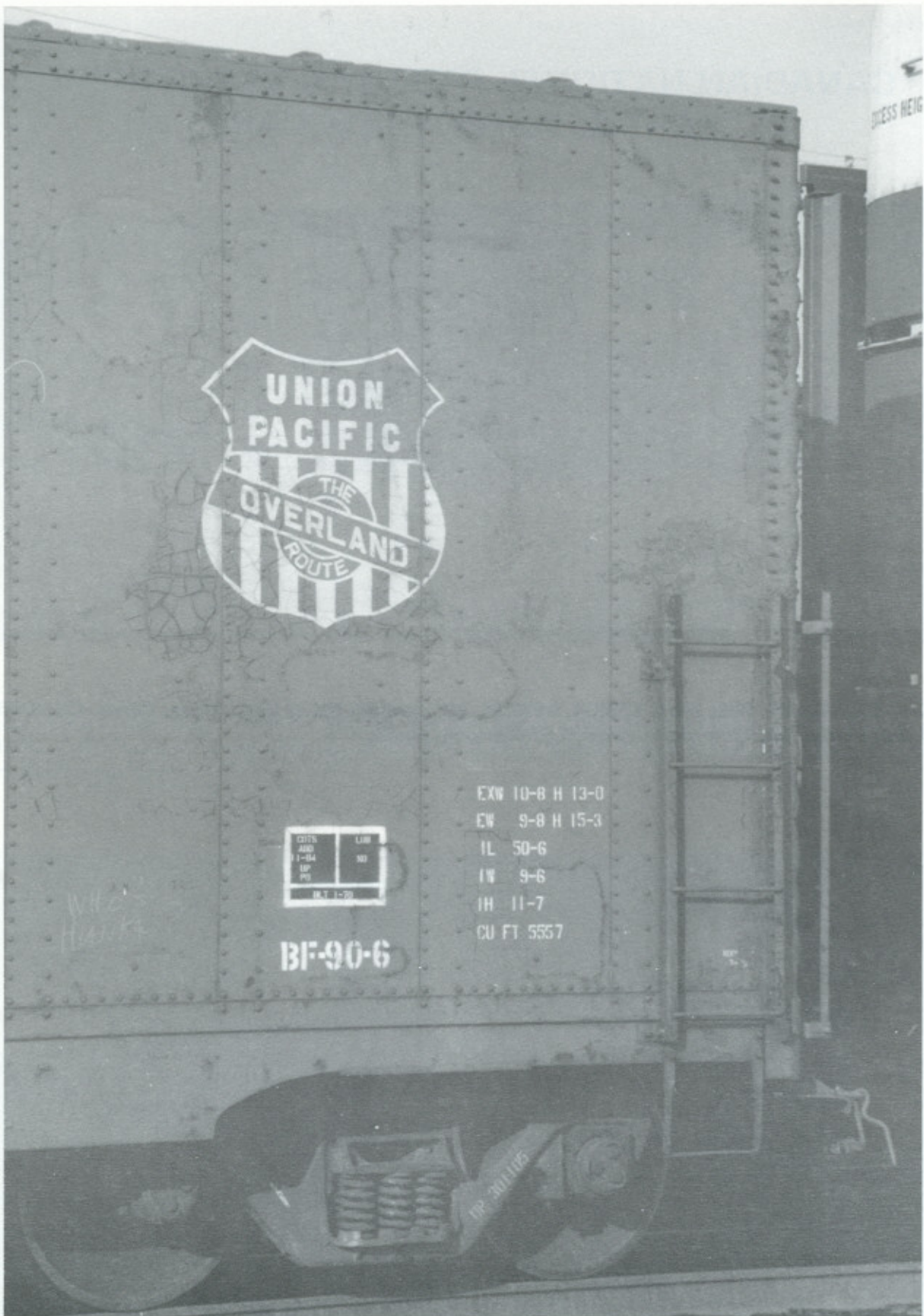
Specifications

Car Numbers:	301000-301199
Number built:	200
Manufacturer:	SIECO
Year built:	1969
Class:	BF-90-6
Capacity:	180000 lbs.
Cubic capacity:	5557 cubic feet
Car Length:	
Over Roof Sheets:	50'9-5/8"
Truck Centers:	40'7"
Truckbase:	46'5"
Over End Sills:	50'9-7/8"
Over Couplers:	57'11-1/2"
Interior:	50'6-1/8"
Car Width	
Interior:	9'6"
Extreme:	10'7-15/16"
Car Height	
Interior:	11'7"
Exterior:	15'6"
Wheel Size:	36 inches



(Above) A view of the left side of the car, showing the simple, white lettering that has been stenciled on the brown paint. Note the Plate E clearance notice to the right of the car number. Only the light weight and load limit of the car are given. (Below) A view of the right side of the car, showing the Union Pacific shield, with the car class and dimensions below it. Judging from the peeling paint, the "We Can Handle It" slogan and a larger UP shield were once on the side of the car.



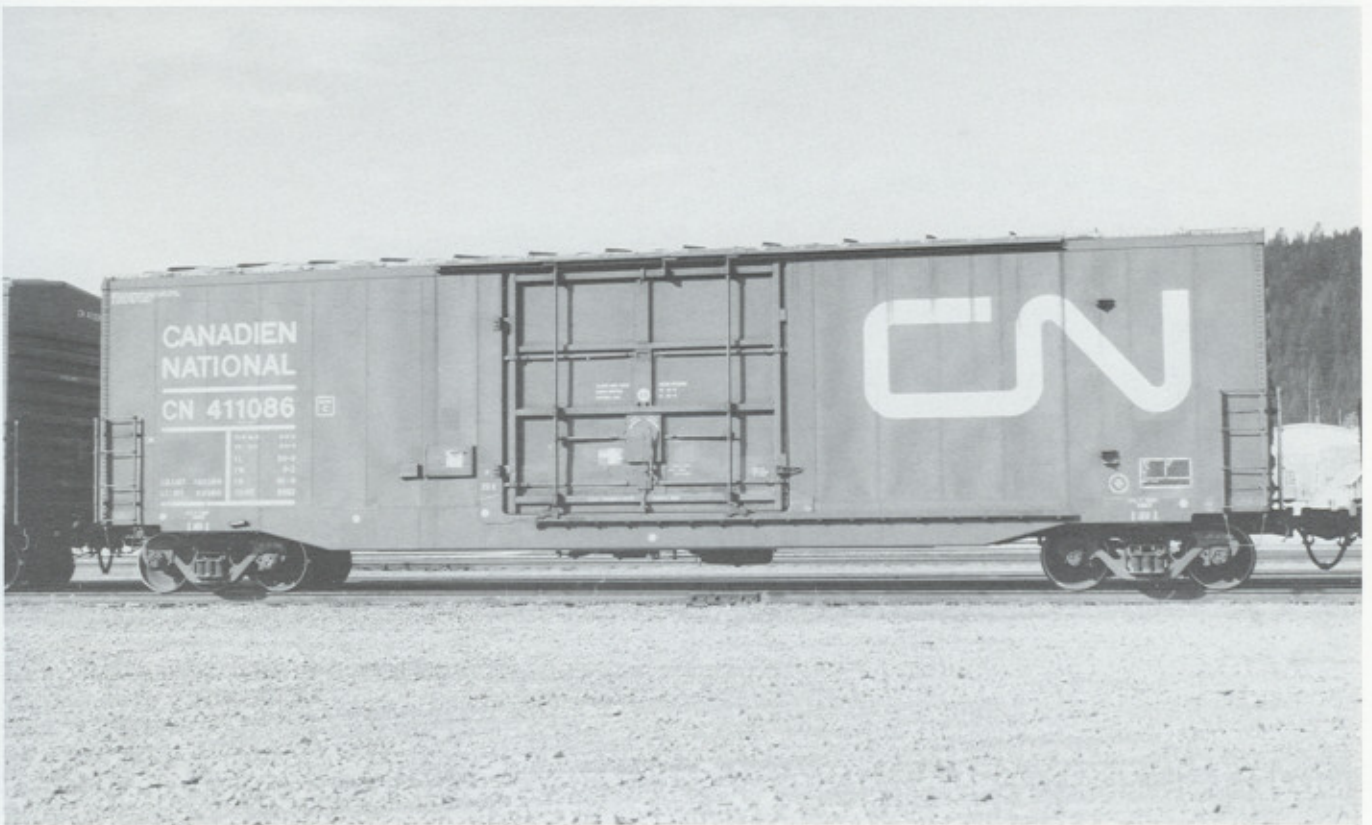


(Above) A closer view of the end of the car showing the shield and the end ladders. The riveted side panels are obvious, making straight, vertical rows. The end ladders are used for switching and the car never had a roof walk. Note the partially visible paint data stencil between the first and second rung of the ladder. It says "Koppers 7-88," which indicates the paint manufacturer and date painted.

CANADIAN NATIONAL FREIGHT CAR PICTORIAL. PART 2. 50-FOOT BOX CARS

(Below) CN 400660. Built 2-67. 158XM. 5092 cf. 20" Cushion Travel Underframe. Series, CN 400600-400999. Hinton, AB. October 9, 1991. D.G. Casdorph photo.





(Above) CN 411086. Built 1-74 NSC. 160XM. 5092 cf. Series, CN 411000-411399. Jasper, AB. October 9, 1991. D.G. Casdorff photo. (Below) CN 411374. Built 2-74 NSC. Prince Albert, SK. March 12, 1991. Mark Kindrachuk photo.





(Above) CN 411953. Built 1-74 NSC. 158XM. 4794 cf. 12'0" door opening. Series, CN 411900-411999. Jasper, AB. October 9, 1991. (Below) CNIS 413195. Built 2-80 NSC. 195XM. 5277 cf. 10'0" door opening. Series, CNIS 413000-413199. Hinton, AB. October 12, 1991. D.G. Casdorff Both photos.





(Above) CNIS 413320. Built 11-89 NSC. 195XP. 5297 cf. Plate C box car. 10'0" door opening. Saskatoon, SK. June 22, 1990. Mark Kindrachuk photo. (Below) CN 416116. Built 8-72. 160XM. 5285 cf. Plate C box car. Leased from Evans Railcar Leasing 1-88. D.G. Casdorff Photo.





(Above) CNA 419369. Built 1980 ACF. 156XM. 5290 cf. Series, CNA 419300-419399. Acquired 1984. Painted by CN 4-85. Formerly from RBOX 35750-36249. Hinton, AB. October 12, 1991. D.G. Casdorff photo. (Below) CN 551534. Built 10-57. 119XM. 4860 cf. Staggered 15'1" door opening. Saskatoon, SK. September 5, 1987. Mark Kindrachuk photo.





(Above) CN 551684. Built 11-57. 119XM. Series, CN 551000-551893. Saskatoon, SK. March 12, 1991.
 (Below) CN 552463. 115XM. Staggered 16'0" door opening. Series, CN 552000-552622. Mark Kindrachuk
 both photos.





(Above) CN 557106. Built 12-72 NSC. 158XM. 5304 cf. Plate C box car. Staggered 18'0" door opening (rare size). Series, CN 557020-557739. Saskatoon, SK. January 31, 1987. Mark Kindrachuk photo. (Below) CNA 553915. Formerly from ABOX 50000-50399. Hinton, AB. October 12, 1991. D.G. Casdorff photo.



MW/COMPANY SERVICE 2



(Above) ATSF 185140 (left) and ATSF 186238 (right) showing bodies in the dump position underneath. Note the difference between the Magor (left) and Difco (right) designs. (Below) ATSF 186140 from the load side. James A. Kinkaid both photos.





(Above) UP 901172 was built by Pacific Car & Foundry in 8-76. UP class HK-100-1. Capacity, 2200 cf.
(Below) UP 901452. Built 2-80 BSC JTN. UP class HK-100-3. Capacity 2180 cf. D.G. Casdorff both photos.

